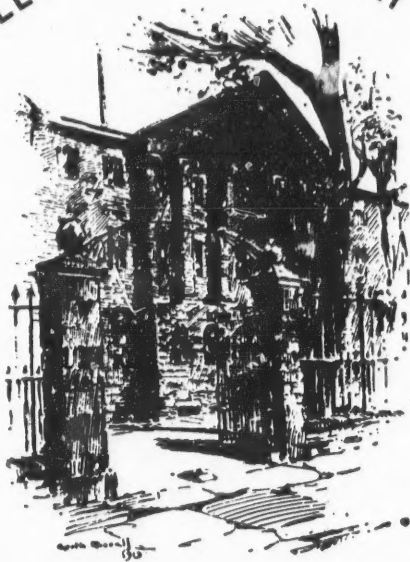


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HYDE'S ADDRESS

TO THE

ELECTORS

OF THE

SOUTH RIDING OF COLCHESTER.

HALIFAX:

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1851.

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HYDE'S ADDRESS.

To the Electors of the South Riding of Colchester:

GENTLEMEN,—

Having offered my services to you I feel it necessary to devote the first hour at my command in explanation of some of my reasons for doing so, a few outlines of which have been touched by a writer in the *Morning Chronicle* of the 17th June. He says:

"I understand that Mr. Hyde is on the ground canvassing the Southern district of this county. His claims rest upon the fact that Mr. Creelman had the independence to oppose the transfer of the People's line of Telegraph to a Company, and secondly that the Government refused him the entire control of the mail routes in the Eastern section of the Province thus giving him the power of ejecting all the Couriers from the line, or obliging them to submit to his terms.

"As Mr. H. is so fond of opposition, he will no doubt be pleased to find that in the course of a short time a Line of Coaches will be on the road from Halifax to Pictou—such a result could only have been brought about by his own conduct."

Be it known to all, I have no *claims* whatever, except the respect of all men, and this I intend to command by bold, energetic, upright conduct. I do not rest the result, on either the perfections or imperfections of Mr. Creelman or any one else, but solely on my own merits, rough and unlettered as they may be, conscious of honesty of intention,—unshackled and independent I stand or fall.

With reference to the transfer of "the people's line of Telegraph to a company," I have only to say, any

man whose measures are supported by so overwhelming a majority as may be found in both branches of the Legislature on the Telegraph question, viz.: three fourths of the Lower and two thirds of the Upper Houses, may not condescend to notice the attacks of a biased, prejudiced, weak and powerless press. I feel however that a few remarks are necessary. One of the principles recognized by the people of this Province is that the majority shall rule, which implies the acquiescence of the minority, if so, it appears to me that so large a majority of the people being in favour of the transfer of the line, ought to command the respectful submission of the minority to the wishes of the people thus expressed. Again, the people's representatives erected the line and of course had as good a right to transfer it as they had to erect it. It well became a Government to construct from the public funds an experimental line of Telegraph like that between Halifax and Amherst—but, it was not *liberal* or dignified for the men, pledged to act for the best interests of the *whole* people to refuse to erect *all* the lines the people required, or allow a company to erect them *all*. It was not just for such men to seek to hold in their own hands, for the benefit of their own favorites, the best line in the Province, and say to the people not so favorably situated, if you want lines you must make them and support them yourselves; and that too when the construction of such lines would double the receipts upon the line held by men in power, the benefits of which they too well know how to appropriate to their own interests.

But one great and true principle was involved in the question, viz.: *a continuous line of wires spreading over the whole Province should be under one management.* This is necessary to secure the punctual and certain transmission of messages over long distances, and it has been found thus far impossible to unite different lines owned by comparatively small Companies—with local interests to subserve and local prejudices to overcome—in such a manner as to secure the greatest amount of general good, or place Telegraphic communication on so broad a footing and principle as this great and su-

blime means of Correspondence demands. There is now however no difference of opinion among mercantile and business men as to the principle involved, it is conceded that all the lines should be under one head, if so, the opposers of the "transfer of the people's line" actually oppose the extension of lines altogether, and more strongly so from their own reasons for not taking up the work, viz.: *because*, they say, these *extended lines will not pay*.

Is this then the definition those we have placed in power are to give to that cherished word Liberalism.—The very term conveys the idea of improvement, development, *constant progression*. The want of the latter was the unpardonable sin of the late administration, in the sight of the new-fledged aspirants for office and power, hence the epithet *obstructive*. But who are the obstructives now? These great liberals have grown to seed in office, and thus became *in fact* Conservative and dead to a greater degree than those who enjoyed the sweets of emolument before them. Having thus briefly stripped these Champions of any claim whatever to Liberalism, let me more fully examine them *by their works* in the construction of that Crystal Palace of Nova Scotia, Responsibility; and in doing so, I shall confine myself to facts I do know, and to the things I have seen, and that too on one question only, the Eastern Mail scheme proposed by me.

The writer above quoted ill conceals the blush of guilt, while he attempts to construct a sentence out of a self-condemning heart, that will look well in the public eye. "The Government refused him the entire control of the mail routes in the Eastern section of the Province, thus giving him the power of ejecting all the Couriers from the line, or obliging them to submit to his terms."

The Government had to make arrangements to manage the postal affairs of the Province. After a long and patient hearing of parties considered to be the most capable of furnishing information, it was thought advisable to adopt a scheme proposed by one of the brightest intellects in the Town of Pictou, which provided for their particular wants at an increased expense to the

Country, and the mails carried at night *twice* a week. Before the Committee reported I drew up a general scheme, and proposed to carry the mails in a line of covered stages, leaving Halifax *four* times a week to Pictou and the Island, and branching off to Canso, Guysboro' and Amherst twice a week in covered conveyances; thereby combining conveyance of passengers with that of mails, which would give the cheapest and most efficient communication for both. The offer made by me to do this work, for the same sum that was now paid for a very inefficient mode of doing it, was accepted by an unanimous resolution of the House of Assembly the work to commence on the 6th of July 1851, and continue for five years. On the strength of this I ordered three new Coaches of the best description, costing me nearly two hundred pounds each, also covered waggon, harness, and all the necessary equipments for the fulfilment of the contract, in a manner superior to anything on this Continent.

This arrangement was considered permanent and settled, until the month of May, when I was astonished at the receipt of the following from the Dy. Post Master General:—

GENERAL POST OFFICE, Halifax, May 8th, 1851.

Sir,—I have to acquaint you that the Lieutenant Governor has directed the mail service between Halifax and Pictou, now performed by you, to be submitted to public competition, I therefore notify you that after the 8th of August next, your services will not be required.

The future contract is to be entered into for five years,—and should you feel so disposed, you will at the proper period have an opportunity of offering for the service.

I am, Sir, Your Obedient Servant,
A. WOODGATE.

H. Hyde, Esq.
Halifax.

This led to the following correspondence with the Government:

HALIFAX, 9th May, 1851.

Sir,—I have just received notice from the Deputy Postmaster General, that my Contract for the Conveyance of Mails hence to Pictou, will terminate on 8th August next, then to be put to competition for 5 years, in accordance with a scheme proposed by me, in conjunction with a proposition

to carry the Mails on this route, also to Amherst, Gut of Canso, and Guysboro', for a period of 5 years for the sum now paid for the service, which scheme and proposition was adopted by the Post Office Committee, and approved by the House of Assembly unanimously. I am informed that the main, and I believe only reason for not closing the Contract with me, is that it is not considered just to the parties that now do the work, to give me the Contract without competition, and therefore have decided to put the whole to public tender. If the object is to protect the contractors now on these lines I approve the disposition to do so, but cannot understand why all or any should suffer because a few will not do what is right and fair. Mr. Archibald appears to be the party requiring particular protection. I have offered to give him the same amount for conveying the Mails as I get, taking all the lines on a mileage system, also offered to leave it to three disinterested parties to decide between us, and lastly offered to take the whole of his stock at valuation, and pay him twenty per cent over and above such valuation, as a bonus to indemnify against any loss. I shall be happy to take the same terms from any one under-bidding me. He has refused all these offers and moreover states that he would not take even the same he now receives, showing plainly he wishes competition. When I took the line I now have, I paid old contractors twenty per cent more than their property was worth for their line, with which bonus they were perfectly satisfied. Now that I have made the line a good one, erected stables from one end to the other, why should I be thrown open to competition, when I have done the work well, got it by competition and offer to continue it. As the question now stands, all the mails are up to competition, I the only person objecting to it. My reasons are cogent: first, you have adopted my scheme and rejected the offer, both of which were combined, or neither could have been made; because, had the Government adopted the scheme they intended to before mine was submitted, it would not have injured my line of stages materially had I not got the Contract, but if I should fail to get the carriage of the Mails under my own scheme, I am ruined, competing parties with a small establishment would ruin me, and not accommodate the public. Then they could force me to sell my stables at a sacrifice, or I could keep and let them rot, which would be worse, and they could seize the spoil. This is the object sought.

If the question be simple justice, let it be to all. I would therefore propose this: accept the scheme and offer made by me, in accordance with the evident intention of the House of

Assembly, and if the parties displaced are not satisfied with my offers to them, the Government may retain the power to put these separate lines one or all to public competition, and deduct the amount thus paid for the service from the sum to be paid me. This appears to me to meet all the objections fully, and protects all, with which I shall be satisfied. The plan adopted by the Government is a great injustice to me, unless I am protected as fully as I have offered to protect others: give me what I have offered to them and I will also be satisfied. Surely this is fair, unless there is a disposition to favor the one and despise the other.

The Hon. Jos. Howe,

Provincial Secretary.

H. HYDE.

PROVINCIAL SECRETARY'S OFFICE,

Halifax, 13th May, 1851.

Sir,—I am commanded by the Lieutenant Governor to acknowledge your letter of the 9th of May. It would appear from that letter that you object to your own Post line being put up to competition as a violation of simple justice, yet suggest that all the other Eastern lines should be so exposed whose proprietors are not prepared to sell out on the terms you prescribe.

To His Excellency it appears more equitable that the Deputy Post Master General should accurately instruct all the Couriers, yourself included, as to the time they are to keep, the carriages to be used, and the public accommodation to be given, so that the general views of the Post Office Committee may be carried out. If all are prepared to do the work that the Country requires, the public service will be improved without injury to its servants. If any refuse, or fail, their lines should then be offered to competition.

I am, Sir,

Your most obedient Servant,

Mr. Hiram Hyde.

JOSEPH HOWE.

HALIFAX, 14th May, 1851.

Sir,—I have to acknowledge receipt of your letter of 13th, conveying the views of His Excellency the Lt. Governor on the question of Postal Communication, east of the capital. The inferences drawn from my letter of the 9th are unnatural and strained: I did not propose that other proprietors should be forced from their lines, or compelled to sell,—this was merely an offer on my part in conjunction with other offers, one of which was to give all these proprietors the same sum for the service that I received myself. This appears to me to be

simple justice; especially after I had prepared a scheme well calculated to increase the means of comfortable personal communication, on the Eastern lines, at a considerably reduced price; which would also give general satisfaction for the conveyance of the mails, at no increase of expense to the Post Office Department, and the plan best calculated eventually to insure a reduction in expenses of mail transmission. I shall not now enter into the subject, to shew the equity of my claims nor the justice of my request. Acting upon a report of the Committee of the House of Assembly, confirmed by a verbal communication from the Deputy Provincial Secretary, through the Deputy Post Master General, that the papers necessary to accept my proposition would be sent in as soon as possible, and delayed only in consequence of sickness, I had matured my plans, ordered my coaches and covered waggons for the different routes, and framed a scale of charges for conveyance of passengers, to which I have committed myself to members of the Committee, and publicly to the community, on these routes. I am willing, however, to accept the terms which his Excellency considers equitable, and submit to any losses that may accrue to me, in consequence of the action already taken; provided the scheme proposed by me is acted upon, and also, the style, comfort, punctuality, and price of personal communication, is strictly adhered to, and which from long experience I consider to be practicable, and best calculated to benefit the public generally; all of which terms I am prepared to fulfil, at a price not to exceed that now paid for the conveyance of these mails.

The mail conveyance of this country has been injudiciously managed. The mails are put up to competition, without any specified obligation to provide sufficient power or number of horses to overcome the heavy roads, not that this can be done altogether in their present state, but it may to a great extent; for instance, a line is put up to competition, a contractor, who understands his business, calculates the work to require 2 horses for every fifteen miles, another thinks it can be done with 2 for every 30 miles, or half the number, consequently he gets it; every shower makes the road heavy, and he is behind time, and the road gets the blame, and not a few jaded horses. This is a part of the service requiring the most expense, and an inspector competent to decide upon. The average distance horses are to run, ought not exceed 15 miles per day; carriages should be covered, strong, and light, and of the best description, to ensure punctuality. The scale of

charges framed by me, in consideration of appointments furnished as above, were, from

Halifax to Pictou, or New Glasgow, not to exceed	£1	10	0
Do. to West River,	1	7	6
Do. to Truro,	0	15	0
Truro to Amherst,	0	15	0
West River to Antigonish	0	12	6
Antigonish to Guysboro'	0	10	0
Do. to Gut of Canso	0	12	6

I am prepared to do the work on these terms, and in this manner, with the usual fines for neglect or delay. If the Government desire to leave the present contractors as they are, subject to these requirements, the object I have had in view will be obtained, viz: putting the Eastern portion of the postal and personal communication of this country on a footing creditable to the Province, and destined, in no small degree, to develop its resources, and stimulate its trade.

I am, Sir,

Your obedient servant,

The Hon. Jos. Howe,
Provincial Secretary.

H. HYDE.

GENERAL POST OFFICE,

Halifax, May 20th, 1851.

Sir,—I have to acquaint you, that I have received instructions from the Lieutenant Governor, to retain your services as Mail Contractor between Halifax and Pictou, which I notified you, in my communication of the 5th inst., was to be submitted to public competition, provided you are willing to carry out the scheme you have proposed,—which is, that the mails be despatched from Halifax four times a week for Pictou, and four times a week from Pictou for Halifax, leaving the latter place at 6 o'clock in the morning,—and further, to be conveyed in covered carriages drawn by not less than two horses, for the amount you are at present receiving. I request you will inform me at your earliest convenience whether you are willing to accede to these propositions.

The new scheme to commence on and after the 6th of July next.

I am, Sir,

Your obedient Servant,

A. WOODGATE.

HALIFAX, 31st May, 1851.

Sir,—I have to acknowledge the receipt of your letter of 20th inst., offering to retain my services for the transmission

of H. M. Mails hence to Pictou four times a week, in accordance with my proposition, in covered carriages, for the sum I now have. In answer I beg to say I accede to the proposal.

I am, Sir,

A. Woodgate, Esq.

Your obt. Servt.

Dpy. P. M. Genl.

H. HYDE.

Halifax.

The whole matter being thus mutually agreed upon, I continued perfecting arrangements, and went to Pictou, Antigonish, and the Gut of Canso. On my return, the 10th June I called on the Deputy Post Master General, who informed me that he had two schemes to submit to me for conveying the mails east, adding, at the same time, that he thought the Government would put the whole thing to competition, unless I accepted one of them; also, that the Financial Secretary appeared to be the managing man now, and that he (Mr. Creelman) had drawn up one of the schemes, which on examination, I found to be my own scheme ridiculously mutilated; the only material alteration being in the hour of despatch. Instead of having coaches leave Halifax at 6 o'clock, a. m., arriving at Pictou at 10, p. m., and leaving Pictou at 4, a. m., arriving at Halifax at 7, p. m., (thus travelling by daylight) the Secretary proposed to leave Halifax at 8, a. m., arrive at Pictou at 12 at night, and leave again at one or two o'clock in the morning; thus keeping travellers up all night.

The *Pictou Chronicle* has said, that if a premium had been offered for a ridiculous scheme, Hyde would most assuredly be successful, but Hyde's claim to the prize is willingly resigned in favour of the Financial Secretary.

I could not, of course, consent to throw up my agreement made with the Government, as will appear by the above correspondence, and adopt so contemptible a scheme as that proposed. By request I met the President of the Council, the Financial Secretary, and the Dpy. Post Master General, to endeavor to have a mutual understanding, and was willing to meet their views in a great measure, viz.: to leave Pictou earlier and arrive earlier at Halifax; thus giving an opportunity of answering letters by return mail, but objected

to wait till 8 o'clock in the morning to leave Halifax, because the mails would have to be closed at 6 or 7, to be ready for me, and no one would write letters before that hour in the morning; therefore the delay was useless, and would very seriously inconvenience the travelling public.

The President of the Council replied that he did not consider the Post Office, or Government, had any thing to do with travellers, or their accommodations. But I considered it was the first duty of a Government to provide for, and liberally support the internal communications of a country, both postal and personal, and those legislators and rulers who did not consider it their duty to attend to these main-springs of any country's prosperity, were anything but liberal, and behind the age. The fact is, the remnants of an image of Government, in the absence of the Honorable Mr. Howe, finding that I was likely to succeed with the project of extending Telegraph lines over the Province, and irritated by the unanswerable facts I had published, exposing their imbecility, determined to put me down, in some shape, no matter how. This alteration in the hours of starting was intended, and well calculated, to disgrace the plan proposed by me; besides, a few of their supporters were longing to ruin me with a paltry opposition line of stages, and were pressing for some alteration that would give them an opportunity to fatten on the spoil of my downfall. The game of the Government, and those they wished to favor, is too transparent to require any further elucidation from me. I received the next day the following:—

GENERAL POST OFFICE, Halifax, June 11th, 1851.

Sir,—With reference to my Letter of the 20th ultimo, respecting the scheme proposed by you for the transmission of the mails on the Eastern line, I have received, through the Deputy Provincial Secretary, the command of the Administrator of the Government, to *continue*, until otherwise directed, forwarding the mails on that line, according to the arrangements under which they are *now despatched*. I notify you, therefore, accordingly.

I am, Sir,

H. Hyde, Esq.

Mail Contractor, &c.
Halifax.

Your obedient Servant,

A. WOODGATE.

To this I replied:—

HALIFAX, 12th June, 1851.

Sir,—I have to acknowledge receipt of your letter of yesterday's date, informing me of the determination of the Government to continue the despatch of the Eastern Mails as at present, until further notice.

This is the second or third variance of the Government from an honourable course, on this same question. I consider it a breach of faith; and the excuse or pretext for so doing is so frivolous that I deem it my duty respectfully to say, for the information of the Government, that my arrangements to carry out your instructions of the 20th May last, have been perfected at a very great expense, and the public notified that my stages will after the 6th July next, leave this city at six o'clock in the morning, every day. With this means of conveyance I expect to carry the mails, in accordance with your instructions, above alluded to. My coaches will, therefore, call at the General Post Office on the 6th of July next, at 6 o'clock, A.M. for the mails, and will continue to do so, in accordance with my proposition, for five years, for which service I shall of course expect the sum I now receive.

I am, Sir,

Your obedient servant,

A. Woodgate, Esq.

H. HYDE.

If I had been treated thus by any persons, in their individual capacity, I could have passed it unnoticed; but when the rulers of a land can, with impunity, disrespect the laws of common honesty, and trusting to the protection afforded them from their high position, trample the subject under foot, it is time at least to try to get out of the way; and I can see no better plan than to go up higher,—accordingly, that same hour, I issued my card, offering my services to you, which has been the signal for all kinds of misrepresentation of my views and principles, the most absurd of which, is the attempt to assert that I am opposed to a Railroad, and to brand me an "Obstructive," or "Tory."

My sentiments are *Liberal, Responsible*, in the true sense of the term, if these mean, to govern in accordance with the "well understood wishes of the people," as expressed by their representatives. But if *Responsible* means, that men in power may set aside an unanimous resolution of the people's representatives, and that

too when that same resolution was drawn up by the *Leader* of the Government, then I have misunderstood the term. It is not what I, as a Liberal, bargained for at the last election. I understood that this arrogant dictation of the few to the many, was what we were striving to put down. I was told that a *Responsible* Government would carry out the wishes and resolutions of the majority; and such a Responsible administration I am willing to support. But when they can stoop to a breach of faith and honor, in order to vent their spite and spleen on an individual, because he chooses to think as he pleases, I must cut their acquaintance; but in so doing, shall not seek protection in an opposite-party's camp, but stand on my own dignity—a *Liberal* indeed.

If virtue and honor are necessary to men, to secure respect and prosperity; and if, where these are disregarded, man, as an individual, sinks into insignificance, how deplorable is the state of that people, whose rulers neither respect the wishes of the majority, the laws they make themselves, nor that of a higher power.

Great efforts have been, and are now making, to brand me vile, and inconsistent. These calumniators are working their own destruction; the missiles they hurl at me will fall short of the mark, and recoil on their own heads. I pity their weakness, and scorn to mention any of the imperfections of the man whom they delight to honor. I am dealing with principles, and am in favor of the spirit of those on which the Financial Secretary rose to his present position. He, and the Government of which he is a member, have, as I believe I have clearly shewn, violated Liberal principles, set at nought and despised the corner stone of Responsibility.

It will be a source of pride and gratification to me to have the honor of rebuilding these shattered walls, to assist in healing the wounded honor of a people striving to be virtuous, but who have been disappointed in those whom they trusted would have regenerated and redeemed the Land of the Mayflower, and placed her conspicuously and favorably in the bright bouquet of Governments, nations, and people that surround us. It

has been objected, that I am a foreigner, and therefore not a fit and proper representative of a Novascotian constituency. I feel that I am lowering myself, in condescending to notice this expression. If men are to be ranked by the soil from which they sprung, it would be well to make a national scale, and have each individual stamped and numbered, like mackerel. I am one of those, however, who believe, a man is a man anywhere. I came to this country at the request of, and supported by the greatest man in it: the Honorable S. Cunard; for the purpose of improving your internal communication. In how far I have succeeded, I leave you to judge, and ask you to do so by my works, and not by the idle tales of the envious.

Business affairs have identified me, to some considerable extent, with the interests of the Country; its prosperity is mine; and individual prosperity is the only source of national wealth, while self-reliance is the only true path to individual or national prosperity, honor, and happiness. Moreover, my children are growing up around me, and may soon be expected to mingle with, and take part in the affairs of this, their *native land*. I wish them to understand, that honesty of purpose is closely allied to independence of mind, and will endeavor, while with them, to teach, by precept and practice too, the wisdom of steering across the ocean of life, guided by the star of Truth.

Respectfully,

Your Obt. Servant,
H. HYDE.

TRURO, 15th July, 1851.